

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN,"2,338 tonsCaptain W. A. Valentine.
 "FATSHAN,"2,266 "R. D. Thomas.
 "KINSHAN,"1,995 "J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM,"2,363 tonsCaptain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"2,119 tonsCaptain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H. K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tonsCaptain J. Willox.
 "NANNING,"569 "C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th November, 1906.

JAVA-CHINA-JAPAN LINE
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	First half December	JAVA PORTS	First half December
TJIMAH.	JAPAN	Second half December	JAVA PORTS	Second half December
TJILATJAP.	JAVA	First half January	JAPAN	First half January
TJIPANAS.	JAPAN	Second half January	JAVA PORTS	Second half January
TJIBODAS.	JAVA	Second half January	JAPAN	Second half January

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 13th December, 1906

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 6th October, 1906.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 31, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, Des Voeux Road CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 12nd July, 1906.

TSIN TING.

LATEST METHOD OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.
 Hongkong, 20th July, 1906.

Mails.

IMPERIAL-GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 2nd January, 1907.
SEYDLITZ.....	WEDNESDAY, 16th January.
PRINZ HEINRICH.....	WEDNESDAY, 30th January.
GNEISENAU.....	WEDNESDAY, 13th February.
PREUSSEN.....	WEDNESDAY, 27th February.
PRINZESS ALICE.....	WEDNESDAY, 13th March.
PRINZ LUDWIG.....	WEDNESDAY, 27th March.
ZIETEN.....	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 24th April.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 8th May.

ON WEDNESDAY, the 19th day of December, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Captain H. Kitchner, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 17th December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 18th December, and Parcels will be received at this Agency's Office until NOON, on TUESDAY, the 18th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than 1 cwt and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
SANDAKAN.....	1,793	FRIDAY, 4th January, 1907.
MANILA.....	1,790	FRIDAY, 1st February.
PRINZ WALDEMAR.....	3,227	THURSDAY, 28th February.

ON FRIDAY, the 4th day of January, 1907, at Noon, the Steamship SANDAKAN, Captain Wendig, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA.....	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA.....	£28. 0. 0.	£18. 10. 0.	£14. 0. 0.
Return	£42. 0. 0.	£28. 10. 0.	£21. 0. 0.
TO BRISBANE.....	£39. 0. 0.	£24. 0. 0.	£14. 0. 0.
Return	£58. 0. 0.	£36. 0. 0.	£21. 0. 0.
TO SYDNEY.....	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.
Return	£50. 0. 0.	£34. 0. 0.	£22. 0. 0.
TO MELBOURNE.....	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.
Return	£52. 0. 0.	£36. 0. 0.	£24. 0. 0.
TO YOKOHAMA.....	\$80.00	\$60.00	\$40.00
Return	\$120.00	\$90.00	\$60.00
TO KOBE.....	\$95.00	\$70.00	\$50.00
Return	\$140.00	\$100.00	\$70.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA.....	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SEYDLITZ.....	WEDNESDAY, 19th Dec.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH.....	WEDNESDAY, 2nd Jan.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG,
 VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. & O. S. S. Co. T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN.....	63. 10. 0.
TO PARIS VIA CHERBOURG.....	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 12th December, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

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D. NOMA, TATTOOER,

66, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

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Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 66.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 2nd July, 1900.

[51]

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS

(if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1905.

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For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts or 6 doz. pints).

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1907.

For Sale.

XMAS! XMAS! XMAS!!!

DO not make your Xmas Purchase before you see

A. CHAZALON & CO.

6, Queen's Road Central.

Who have just received the Finest Assortment of ENGLISH and FRENCH CONFECTIONERY from the best makers of London and Paris.

ALSO

A Large Variety of LIQUORS, BORDEAUX, PORT, SHERRY, WHISKY, &c., &c., from the most renowned houses in France and other foreign countries.
 Hongkong, 10th December, 1906.

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GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,

General Managers,

Hongkong, 2nd October, 1906.

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THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

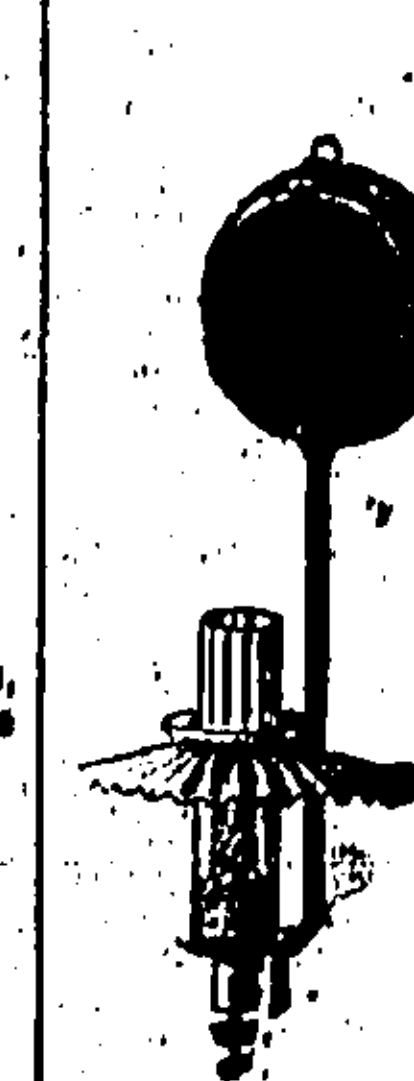
PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICES VERY MODERATE.

Hongkong, 11th September, 1906.

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FOR SALE.

WELSBACH'S IN-

DOOR and OUT-

DOOR 4-LIGHT

GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIM-

NEYS, GLOBES,

SHADES, &c., &c.,

and INCANDESCENT

GASOLINE LAMPS of

all descriptions from best

makers.

NAPHTHA of the best

kind for GASOLINE

Intimations.

Hongkong, 8th December, 1906.

Comptroller Department
Jardine, Matheson &
Hongkong, 26th September, 1945

949 Hongkong, 5th December, 1906. [1107] Hongkong, 16 February, 1907.

Q Hongkong, 1st December, 1995. [

men's Shirts made to order.
TRIAL ORDER SOLICITED.
 Hongkong, 1st February, 1906.

Q Hongkong, 1st December, 1995. [

Intimation.



A. S. WATSON & CO.,
LIMITED.

CHRISTMAS PRESENTS.

PIVER'S FANCY TOILET CASES

(Containing Soap, Perfume, Powder and Toilet Water.)

Manifure Sets.
Pipes, Cigar and Cigarette Holders and Cases.
Cut Glass Bottles, Silver Mounted and Plain.
Houbigant's Ideal and Royal Perfumes.
Roger and Gallet's Fleur D'Amour, Vera Violetta and other Perfumes.
Piver's Trefle, Azarea and Coryolops Perfumes.

CRYSTALLISED FRUITS.

Pascall's & Cadbury's Confectionery in Fancy Boxes.

WINE AND SPIRIT HAMPERS.

Containing our well known Brands of PORT, SHERRY, WHISKY, BRANDY, &c.,
\$15.00, \$20.00 and \$25.00 (The last named includes 4 doz. quarts of St. Marcoux 1898, the Wine of the Entente Cordiale Celebrations in Paris.)

A. S. WATSON & CO.,
LIMITED.

HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 12th December, 1906.

NOTE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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DAILY—\$50 per annum.
WEEKLY—\$18 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 80 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, DEC. 13, 1906.

AN AMERICAN SCIENTIST ON HONGKONG OBSERVATORY.

Give a false assumption a start and it is practically impossible to overtake it. Following the typhoon of the 18th of September last many people, in searching around for somebody to blame for the great loss of life and property, immediately arrived at the conclusion that the director of the Hongkong Observatory should be held culpable, in that he or his assistants failed to give due and timely warning of the approach of the storm. That there was not an atom of proof to show that the Observatory could have done more than it did was not sufficient reason to exculpate that institution. Nor did they wait to hear any explanation offered by the officials concerned or obtain the verdict of an inquiry into the subject. Somebody had to suffer and as it appeared to be a popular move to vent public spleen on the Observatory that department suffered accordingly. A glance at the barometric chart showed that the typhoon came with appalling suddenness, that the mercury fell like a flash and rose almost as speedily again. The Commission of Inquiry appointed to investigate the working of the Observatory particularly with regard to the interval between which the shipping in the harbour might have been warned and the actual time when the typhoon was blowing at the height of its fury over the Colony, completely exonerated the Observatory staff, and held that they had done everything possible to save the shipping from disaster. The comments which those out of sympathy with the Observatory staff felt compelled to make were seized upon with avidity by outsiders, with the result that we have a member of the U.S. Weather Bureau soundly rating those

responsible for giving the usual warning on the approach of typhoons. Mr. James Page, of the Division of Ocean Meteorology, has a long article in the *Seattle Post-Intelligencer* on the subject, in which he remarks that: "The wholesale devastation wrought by the last great typhoon upon the largest commercial centre of the Far East was wholly unnecessary." He proceeds: "The coming of this frightful typhoon might have been absolutely foretold and preparation made for its reception accordingly, if the meteorological service had been as excellent there as that of our own Government." Of course, therein lies the whole *raison d'être* of the article, to sound a paenegyric on the merits of the American service. The writer suggests that more thorough study of these immense whirlwinds should be given by the English, German and French meteorological observatories, which are scattered along the Chinese coast. Mr. Page ignores the fact that the chief meteorological experts along the China coast are Jesuit priests whose work in this direction—as in other scientific spheres—is altogether admirable, and even in the Philippines it is the Jesuits who control the observatories in that American possession. No one would desire to say a word against the work performed by the American scientists, but it is unfortunate that they should run into print before they have had an opportunity of verifying their facts. It is very doubtful indeed if the experts could have foretold the approach of the great typhoon, but there may have been the possibility that a system of co-operation with the Jesuit priests of Manila might have afforded the scientists here an opportunity of predicting the approach of the storm. Even Mr. Page himself confesses that a typhoon may come without warning, for he says: "The upheaval of the waves advances simultaneously with the centre of the storm, and should this cross the coast without warning at a point where the shores are low and densely populated as is the case in the vicinity of Hongkong wholesale loss of life by drowning is certain to ensue. It is this feature of the storm that renders their forecasting, if only a single hour in advance of their advent, of such vital importance." In those sentences Mr. Page has pronounced a verdict in favour of the defendants, for the storm arose with exactly that suddenness he suggests might occur, and the Observatory here gave that hour's warning which it is claimed would have averted the tragedy that occurred. It is the privilege of scientists to disagree, for by that very disagreement we may arrive at an average conclusion whose general terms may stand undisputed, but whose exceptions cannot be accounted for. The article in question though it starts with an attack on the Hongkong Observatory and ends with a statement which the local officials might accept as an excuse for the alleged delay, will be found mainly interesting because of its explanation of the law of storms and of typhoons in particular.

NORWEGIAN SHIPPING IN THE FAR EAST.

For the third year in succession an illuminating report on the state of Norwegian shipping in the Far East for the past twelve months has been issued by Messrs. Aagaard, Thoresen & Co., of Hongkong, the report having been compiled by Mr. Bjarne Aagaard. While the report is primarily concerned with the Norwegian shipping trade on the China coast, it naturally follows that many of the details apply equally to British and other vessels, and therefore the document as a whole has an interest for the shipping community which is not limited to the Norwegians. It should be stated that the statement has involved much laborious toil, for it teems with figures and statistics, compilations which could only have been collected with much difficulty. It is satisfactory to learn that the freight market during the year has shown a slightly better condition than it did in 1905, a fact which may be owing to so many boats having returned home. "Rates have, it is true, not been so good as we could have wished for, but better than generally expected; and prospects, as far as the future is concerned, are brighter than they were this time a year ago." Inquiries have been made for time charter tonnage for delivery in January, and as a large rice crop is expected in Indo-China the outlook is by no means so bleak as it appeared to be in December last. It appears that as the result of the high rates which prevailed for Japanese coal the shipments to Singapore practically ceased, and Mr. Aagaard adds: "Whether Japanese coal will be able to compete successfully in that market remains to be seen, and is not very probable except under extraordinary circumstances." In the earlier months of this year, freights were stagnant, but business took a favourable turn in the summer months, with the result that in June practically all steamers were in full employment. After a brief lull, the demand for tonnage in October proved greater than the supply, with the result that rates improved all round. At the present moment all the Norwegian steamers have engagements which will carry them into January. It is difficult, the compiler of

the report admits, to form any idea as to the prospects for next year, but there is a probability that there will be increased activity in the spring and owners are advised to retain their steamers on the China coast until the market can be judged. The majority of those in the shipping trade were of opinion that sharp competition would be experienced owing to the influx of Japanese steamers released after the war, but that inundation has not arrived. It is, however, far too early to make any comment on the circumstance, for Japanese shipping companies have been concentrating all their energies in capturing the northern trade and they are dominant there to-day. When they have established their position so that foreign rivals have been driven out of the field then we may expect an invasion of the south, and it will be for Hongkong shippers to maintain the predominance which they have only attained after much industry and in face of considerable local and foreign competition. An interesting feature of the trade during the year is noted by the writer. He holds that Norwegian tonnage is likely to compete on an equality with other nations, notably Japanese and German. Though the competition has been keen it "has happily not resulted in any ill feeling nor is it likely to develop in this direction as long as new outlets for tonnage are perceptible in the Eastern markets." From the list of owners running steamers in the coasting trade it appears that 34 Norwegian firms have 64 steamers engaged in these waters. Last year 106 Norwegian steamers were wrestling for the trade of the coast ports; the decrease is due to the fact that 45 vessels left for home or other directions, 3 were sold and 2 were lost during the present year. With regard to coal, the price has dropped about \$2 since December last; it is also stated that Australian and Bengali coal although not suitable for all steamers has largely taken the place of Japanese. Reference is made to the effects of the typhoon and the excellent work of the salvage steamer *Protector*. The earnest hope, with which all will agree, is expressed that the scattering broadcast of floating mines will be prohibited in future wars. The report, as a whole, makes intensely interesting reading, and will, no doubt, furnish important matter for speculation by owners and shippers alike.

LOCAL AND GENERAL.

THE following details arrived from Tientsin per *s.s. Huichow* on the 12th instant:—and R. W. K. Regt.: Lieut. J. F. S. Tulloh, one N. C. O., and A. S. C., two N. C. O's.

Two coolies, one of whom was discharged by Mr. F. A. Hazeland, and the other fined \$10, at the Police Court, to-day, for cracking an other coolie over the head with a piece of firewood in the Chinese recreation ground yesterday.

ANOTHER of Messrs. Butterfield and Swire's steel lighters that foundered in the typhoon of 18th September was raised yesterday afternoon. The dock tug *Robert Cook* towed the lighter from the Kowloon seawall and assisting her were the *Dragon*, *Tow* and two of Tai-koo's steam-launches.

LAI Tai, a watchman, employed on board H.M.S. *Phaetix*, was arraigned before Mr. F. A. Hazeland, at the Police Court, this morning, on a charge of stealing several pounds of copper sheeting, yesterday, the property of the Admiralty. The charge was proved, and Lai was sent to gaol for fifteen days.

THE partnership, issue in the case of the Lun Cheong Shing firm *versus* the Yee Fat firm and in the matter of the Lun Cheong Shing firm *versus* Li Cheung Kui again occupied the attention of the Chief Justice and the jury throughout to-day, and was still proceeding, when our representative left the Court.

A CHINAMAN doing time in the Victoria Gaol died last night in the gaol hospital from peritonitis. An inquest was held at the Magistrate's, this afternoon, by Mr. F. A. Hazeland and a jury, to inquire into the cause of his death. After hearing evidence of the medical officer a verdict of death from natural causes was returned.

IT is with great regret that we (*Bangkok Times*) have to record the death of Vice-Consul F. von Kuef, attached to the German Legation "in Bangkok." He succumbed this morning (Nov. 24), about eleven o'clock, in the Nursing Home, to a septic fever that had attacked him only a few days ago. He had been only some four months in Bangkok, but in this short time he had won general sympathy and respect, and his premature end will be deeply regretted by all who knew him.

A NEW York despatch, of Nov. 2 says:—Mr. J. Pierpont Morgan imported to-day \$200,000 worth of manuscripts and relics of the poet Robert Burns. With the entrance of two 500-page scrapbooks, consigned to Morgan and released from the Custom-house when he gave his check for \$10,000 to pay the duty, England and Scotland are bereft of the greater portion of the original treasures left by the "Plowman Poet." By the same act the American financier and connoisseur made himself the possessor of a collection of Burns' "originals" in comparison with which the collection in the British Museum is insignificant. When he dies an American institution will become the owner of the two priceless books, for he intends to will them, with all other treasures of Burns he can buy, to the Metropolitan Museum of Art.

KOWLOON-CANTON RAILWAY.

A VISIT TO LION'S HEAD.

PROGRESS OF THE WORKS.

It is difficult to conceive the progress of the work of constructing the Kowloon section of the railway to Canton without paying a personal visit to the scene. Any opinions as to dilatory methods and sluggish workmen disappear immediately one comes in sight of the railway works and the busy gangs of workmen with pick and shovel. Without asserting that it provides one of the most animated sights to be found in Hongkong, it will certainly be allowed that it is a picture of industry and energy which is decidedly good for sore eyes. The central scene is at Lion's Head mountain which will be pierced by a tunnel, and there gangs of coolies are engaged making cuttings, excavating the smaller hills and levelling the valleys preparatory to laying the line, while at the foot of the mountain itself a host of workmen are making ready for the drills which will be operated in the tunnel itself.

A WALKING EXCURSION.

Starting from Kowloon, the greater part of the journey to Lion's Head may be accomplished by means of the necessary ricksha. Whether it would be wise to disclose to the puller your ultimate destination is another question and may safely be left to the individual visitor himself. Now that the cold weather has set in and the roads are firm and dry, it would not prove unprofitable to make the trip a sort of pedestrian excursion, and there is certainly enough of interest en route to attract the attention of those who adopt this method of reaching the railway.

THE RAILWAY AT LAI-CHI-KOK.

The first sign of the Kowloon railway operations is found at Lai-chi-kok, where a light railway, springing apparently from the hills, meanders across the main road and passes along the wharf where piles of material are waiting to be transported up country. The railway is of narrow gauge and is of a temporary character, being merely intended for the conveyance of the heavy materials required in the construction of the line. The temporary track, however, is an excellent guide for the stranger unfamiliar with the lie of the land, because he has only to keep it in sight and he is bound to attain his object. It runs alongside the main road for a distance and then branches off to the right. A narrow footpath through cultivated fields affords an excellent road for those bent on satisfying their curiosity as to what is being done on the railway.

RAILS FOR THE NEW TRACK.

Recently it was noted that a P. & O. boat had discharged an immense quantity of rails which were obviously intended to be used in the construction of the Kowloon-Canton track. It was difficult to obtain particulars at the moment but time has proved that our conjectures were well-founded. The rails were unloaded at the wharf of the Hongkong and Kowloon Wharf and Godown Company, almost blocking up the thoroughfare along the wharves. Afterwards they were placed in junks which proceeded to the railway wharf at Lai-chi-kok and there discharged their cargoes. With the facilities afforded by the temporary railway line it was a comparatively simple matter to transfer the rails to trucks which were sent along to the scene of operations. The "Puffing Billy," which bears an Italian name, was making a huge bustle and fuss when we passed it drawing a number of sand-discharging trucks, but it has proved of vast service to the engineers of the line.

IN THE COUNTRY.

After leaving what seems to be the main road and following the narrow pathway through the fields—and, by the way, the ricksha puller finds no difficulty in keeping to the path—the visitor is at once struck by the orderly arrangement of the market gardens which are laid out on either side. It may be that the Chinese gardener uses objectionable methods in cultivating his land, but he certainly has the knack of making the most of it. There does not seem to be a square inch of arable ground which is not giving forth the fruits of the earth. The fine fat cabbages, which one reads of but seldom sees, are to be seen in abundance. In fact the fertility of the land combined with the industry of the tenants will astonish those who only know Chinese market gardens by hearsay. Moreover, the gardens are well watered, irrigation, primitive no doubt but evidently sufficient for the purpose, being employed to assist nature in obtaining "the best results. There need be no famine in market produce when the new line is completed, for if within sight of Kowloon the land is cultivated with such assiduity there is no reason to doubt that the fertile lands of the New Territories will prove to be equally rich and reproductive.

Here and there a little "shack" accommodates the gardener and his family, completing the sylvan aspect of the scene.

THE TRACK.

So far as could be ascertained not a single rail of the actual Kowloon railway has yet been laid. The final tracks are being given to the workmen and culverts. At this point the track will be considerably above the level of the surrounding country with the object of being free from inundation in the rainy season. There is no appearance of any scamped work; the culverts are of solid masonry, and the embankments are firmly welded together, so that there need be little fear of a subsidence even in the wettest weather.

A PEDESTRIAN'S JOY.

The journey from Kowloon to Lion's Head is estimated to be about three miles and in the winter when sharp winds whirl across the wide expanse of level country the visitor will be only too glad to discard the ricksha for "shank's mare." In fact, the walk should be delightful and unless the path through the fields is private property so that transgressors will be prosecuted if the trip should prove very propitious, it only leads to new scenes and new experiences.

THE RAILWAY SETTLEMENT.

By and by a miniature village comes into view—not a Chinese village, but a prosperous-looking settlement where all is life and bustle. The houses are substantial and commodious, the people brisk and busy. This is the village which has sprung up in a few months, following the arrival of the foreign engineers and foremen. An open air kitchen or stall where the labourers may purchase their little luxuries stands at the entrance to this hive of industry; and here the ricksha coolies remain. On the right there is a large bungalow which is the residence of the manager; further along are the dwellings of the foremen and Europeans generally, while the doctor's house stands on a knoll by itself. An extensive match is in course of erection for the accommodation of the coolies, and everything has been made snug for the cold season. No women folk are allowed in the settlement.

COOLIES AT WORK.

Hundreds of coolies were at work along the track of the projected line. At one place they had made a deep cutting. So far nothing of a character to hamper the work has been encountered. The hills are composed of sand and rubble which yield to a blow of the pick. Consequently there has been little or no blasting to occupy the time of the labourers and the work has proceeded with unabated vigour right up to the Lion's Head itself.

PREPARING FOR THE TUNNEL.

As stated, the local line runs along almost to the site of the tunnel, and the loco, puffing and panting with loads of sand, which being excavated from the high lands was being used in the construction of the lower levels. At other places, coolies were pushing trucks filled with the soft rubble of the hills, finding it all they could do to keep pace with the vehicles as they slid along the rails. All was activity and stir. What the people of the district think of the new methods and the lively spirits of the labourers it would be interesting to learn. Sunday and Saturday the men are hard at work earning a competence for themselves and families. Fully a thousand men are employed in the vicinity of the tunnel itself, and all along the route squads of labourers are preparing for the day when the rails will be laid. There is not very much to see about the tunnel, or where it is to be—only a regiment of men digging and loading trucks. The time has not yet arrived when it is possible to give a description of the work at Lion's Head, except to say that the tunnel will be about two and a half miles long. One of the Europeans estimated that the work of completing the line will occupy seven years, but what grounds there are for accepting that statement as gospel we cannot surmise.

A REFRESHING TRIP.

It is enough to say that the trip is as enjoyable as it is profitable and those who have met the new community at Lion's Head are likely to repeat the visit. Even the latest individual will concede that he has gained fresh knowledge of what is being done in the way of the development of China.

KOWLOON LAW-BREAKERS AGAIN.

RICKSHA COOLIES "HELD UP."

That there is a band of Indian law-breakers roaming about the Kowloon peninsula, ready to "hold up" man, woman or child when the opportunity arises, is a fact which is commented on by all peace-loving residents in Hongkong. Not satisfied with "holding up" and robbing shopkeepers and pedestrians, and striking terror into the hearts of women, who are actually afraid to leave their houses after dusk, for fear of being assaulted, their latest outrage which was perpetrated last evening in which two poor ricksha coolies were attacked and robbed of everything they possessed calls for immediate action on the part of the Government, for the presence force of police that is stationed at Tsim-tsa-tsi, Hung-hom and Yaumati Police Stations are not sufficient, it would appear, to cope with the situation. At about seven o'clock last evening two ricksha coolies who had dropped their fares at Ma-tau-wai village—a place near the Chinese cemetery, situated about midway between Kowloon City and Yaumati—proceeded to return to Kowloon. The night was dark. Between the cemetery and the temple they passed five Indians coming in the opposite direction. Each man carried a stick and was dressed in civilian clothing. The Indians passed the coolies, but instead of going ahead, they turned round as soon as the rickshas had passed, and creeping quietly behind the coolies they opened an attack from behind. The coolies, it is stated, put up a fight, but numbers told and they were overpowered, after being severely beaten. The Indians then proceeded to rob the coolies. From one of the rickshas they obtained a tin box which contained a small sum of money and a puller's licence. From the person of the other coolie they secured a purse containing one dollar and a ricksha licence. The whole sum did not total \$3. The Indians after that took their departure. The ricksha coolies continued their journey and on arrival at Yaumati reported the matter to Inspector Macdonald, who is in charge of that district. The police are unable to do anything now, as we learn, the coolies cannot identify their assailants.

THE KEROSENE TINS CASE.

DIG HAUL BY THE GOVERNMENT.

In connection with a case, which was heard before Mr. T. Sercombe Smith, at the Police Court, yesterday morning, in which two of Messrs. McJannet and Company's godown men were fined \$5 each and a cargo-boat man \$100 for transporting dangerous goods, to wit, kerosene oil, by land, without having each tin properly labelled, and in which an order to confiscate the goods was issued by the Court, Inspector Gourlay, of No. 2 Police Station, and a *gauri* of men swooped down last night upon the cargo-boat, in which was stored the kerosene oil, and carrying out his order, seized 2,500 unlabelled tins of kerosene oil. The oil, we are informed, is the property of McJannet and Company.

THE TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

KIANGSI REBELLION.

SERIOUS ASPECT OF AFFAIRS.

TELEGRAPH LINE INTERRUPTED.

[From Our Own Correspondent.]

Shanghai, 13th December, 12.20 p.m.

The rising fostered and inspired by native rebels in the neighbourhood of Pinghsiang, in the province of Kiangsi, is reported to be gaining in strength and assuming a more serious aspect than was at first believed to be possible.

The telegraph line has apparently been tampered with by the rebels.

Between Pinghsiang and Changsha communication is interrupted.

FOOCHOW RACES.

SECOND DAY'S RESULTS.

[From Our Own Correspondent.]

Foochow, 12th December.

6.20 p.m.

The winter race meeting was continued to-day.

Appended are the results.

1.—THE WINTER STAKES.—Of \$10 each, with \$70 added, divided 70, 20 and 10 per cent, to the first, second and third ponies. For subscription griffins of the meeting. Weights as per scale. Winners 5 lbs. extra. One mile.

Won by Mr. Stella's Antecarr.

2.—THE BIG SWEEP CUP.—Value \$150. For all China ponies. Weights as per scale. Winners at this meeting 7 lbs. extra. Entrance \$10. Seven furlongs.

Won by Mr. Oswald's Zapeter.

3.—THE HARKMAN CUP.—Presented. Value \$150. For subscription griffins of this meeting. Weights as per scale. Winners 5 lbs. extra. Non-winners allowed 5 lbs. Entrance \$5. Once round.

Won by Capt. Hope's Spots.

4.—THE HONGKONG CUP.—\$150 to first and \$50 to second pony if three or more starters. For all China ponies. Weights as per scale. Subscription griffins of this meeting allowed 7 lbs. Winners at this meeting 7 lbs. extra. Entrance \$10. One mile and a half.

Won by Capt. Hope's Trittenheimer.

5.—THE CHASZE CUP.—Presented. Value \$100. Second pony to receive \$25. For all China ponies. Weights as per scale. Winners at this meeting 5 lbs. extra. Non-winners allowed 5 lbs. Entrance \$5. Three quarters of a mile.

Won by Mr. Oswald's Zapeter.

6.—THE COMPROMISE CUP.—Presented. Value \$100. First pony to receive 70%, second 20%, and third pony 10%. For subscription griffins of this meeting. Weights as per scale. Winners 5 lbs. extra. Of two or more races 7 lbs. extra. Forced entry \$10. One mile and a half.

Won by Mr. Willie Shaw's Camarade.

7.—THE FOOCHOW STAKES.—Of \$10 each with \$100 added, divided 70, 20 and 10 per cent, to the first, second and third ponies. A forced entry for all China ponies entered at this meeting, except those entered only for the hacks, and optional for subscription griffins. Weights as per scale. One mile and a quarter.

Won by Capt. Hope's Ilo.

THE juryman, Mr. James Eadie, who failed to answer to his name when called at the Supreme Court, was called before his Honour the Chief Justice this morning to explain his absence. Mr. Eadie said he was ill in bed with fever. Asked why he did not send a medical certificate he replied that he was his own doctor. The bailiff, who served the summons, stated that when he went to the house he found Mr. Eadie in bed with fever. Under the circumstances his Honour said he would excuse Mr. Eadie, but in future, when unable to attend, juryman summoned must furnish the Court with sufficient and satisfactory notice of such inability.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Kamsang*) 14th inst.
English (*Simo*) 14th inst., 10 a.m.
Canadian (*Empress of China*) 16th inst.
German (*Seydlitz*) 19th inst.

The *s.s. Pilsader* sailed from Moji for Manila on 11th inst.
The *s.s. Tremont* left Yokohama Pacific Coast on 5th inst.
The Mogul Line *s.s. Maidoff* called on 11th inst.
The *C. P. R. Co's s.s. Empress of China* arrived at Nagasaki at 10.30 a.m., on 12th inst., and leaves again at 5 p.m., same day, for Shanghai, where she is due to arrive at 10 p.m., on 13th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI POLICE.

ENROLMENT OF RECRUITS SUSPENDED.

[From Our Own Correspondent.]

Shanghai, 13th December, 12.20 p.m.

The proposal to add to the strength of the Shanghai Municipal Police force by the enrolment of 250 Sikh recruits has been temporarily suspended.

[Reuter's.]

The Nobel Peace Prize.

LONDON, 11th December.

The American Minister, in thanking the Storting, announced that President Roosevelt would use the prize to establish a permanent Peace Committee in Washington, rightous peace in the industrial world being as important as in the international world.

. Later.

Germany.

The Budget Committee of the Reichstag has rejected the supplementary estimate of £1,000, £1,500,000 for Damaraland, including the estimates for a railway, and a much-desired Government House.

Church and State in Franco.

Monignor Montagnoli, the Papal representative in Paris, has been searched, arrested, and will be conveyed to the frontier.

The Council of Ministers this afternoon decided on the immediate liquidation of Church property, and to call upon 5,500 seminarists to perform military service.

NEWSPAPER REGULATIONS

IN CANTON.

[From a Correspondent.]

Canton, 11th December.

On Sunday last, the 9th inst., the managers of the several vernacular papers published in Canton held a meeting in order to consider the best means of inducing the postal authorities to cancel the new regulation, which has lately come into force, regarding the stamping of all newspapers sent to subscribers outside of Canton, and the delivery of the same by means of the Imperial Post Office. At that meeting they agreed to call upon the Commissioner of Posts on the following day, to lay the matter before him. Accordingly on Monday, the 10th inst., they paid an official visit to the Commissioner and asked him to cancel the regulation mentioned as it was a great hardship on them. After hearing what they had to say, the Commissioner said that in enforcing the new regulation he was only obeying the instructions of the Ministry of Posts, and he could not cancel it. But as regarded papers for subscribers in the country, he would order that they might be carried as before, unstamped and by private messengers. All papers, however, for out-ports must be stamped, and must be carried through the proper channel—the Imperial Post Office. The deputations thereupon thanked the Commissioner and withdrew, returning to their respective offices.

A TRUTHFUL PRISONER.

An aged Chinaman residing at Tai O, New Territories, surprised the Court this morning by his love for the truth. He was charged by Policeman Downie with being in possession of illicit opium.

"Where did you get that opium?" asked Mr. Sercombe Smith.

"It isn't mine," replied the coolie.

"But it was found in your house."

"Perhaps it was, but it don't belong to me. It was left in the house by another man."

"I see," said the Court. "A man left the house and left the opium in the house?"

"The man died and left the opium," put in accused.

"Have you ever been convicted before for possessing illicit opium?"

"Yes, I have. In June last I went to gaol for a month. I was walking along the street with five cents' worth of opium in my fist and an excise officer, who was out looking for opium, found me."

"Any more convictions before that?" asked the Court.

"Oh! several!"

The records were referred to and it was found that in 1904 accused was convicted four times, in 1905 many, and twice this year.

He was fined \$500, with the alternative of two months' which he took.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 11th at 11.45 a.m.—The barometer has risen over Formosa and the Loochoos, and fallen over Japan and N. China.

The depression lying near the Loochoos, yesterday, has moved away to the N.E. Pressure is highest over Central China. It remains low over Manchuria.

Gradients are slight over S. China, and light monsoon will prevail in the Formosa Channel, and the moderate monsoon over the N. part of the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds, light fine.

2.—Formosa Channel, N. winds light moderate.

3.—South coast of China between Hongkong and Loochoos, same as No. 2.

4.—South coast of China between Hongkong and Hainan, same as No. 3.

THE "ORSOGON" RELOADED.

SUCCESSFUL OPERATIONS BY THE DOCK CO.'S STAFF.

One by one those in charge of the various salvage parties at work in connection with the different wrecks in the harbour since the 18th September last are seeing the results of their labour crowned with complete success. Hitherto the Dock Co.'s staff, to whose credit is due the raising of the *Chinkai Maru*, have confined their attention mainly to the work of repairing and overhauling within the Company's shipyards, the Danish experts on board the *Protector* claiming to themselves most of the successes attending their stupendous efforts in refloating the all-but-lost *Huengshan* off Sau-chau; the French destroyer *Fronde*, and a couple other steamers within the harbour limits. The wreck of the American steamer *Sorsogon* was left to the Dock Co. to refloat. The *Sorsogon*, as might be recalled, was advertised for sale by public auction as she lay upon the Hungshom seawall, where she went down on the 18th September. The sale was subsequently withdrawn as the wreck had changed hands by private treaty to the Dock Co. for a sum of \$4,200 including the old boiler ashore. A few weeks since a preliminary examination was made by the Company's divers to ascertain the extent of damage to the hull of the vessel, and at a later stage of the operations divers from the British Navy were also employed upon a similar undertaking. It was then ascertained that the damage to the *Sorsogon* was somewhat extensive, but not so great, however, as to lead to her being abandoned to the scrap heap. It was ultimately decided to make every attempt to re-float the steamer. That the decision was a wise one is borne out by the fact that the *Sorsogon*, thanks to the skillful operations of the salvaging experts, is once again on the surface. Lashed to the improvised pontoon, that had been built in connection with the operations, on one side and hugging the dredger *Canton River* on the other, the *Sorsogon* supported by stout timber frames connecting the pontoon with the dredger was towed out of the seawall opposite the sheers to a position midway between the No. 2 and No. 3 Docks at Hungshom shortly after four o'clock yesterday afternoon. The *Robert Cooke* assisted by the *Edith* towed the trip. No. 3 dock is engaged by the Admiralty where in turn H.M. torpedo-destroyers are being overhauled; while No. 2 dock holds the *Huengshan* for her extensive repairs which may not be completed for some little time longer. As soon as either of these berths is available the *Sorsogon* will be promptly dry-docked and men will be set to work on her to render her seaworthy again. The new boiler for the steamer was ready at the time the typhoon took her, but was, fortunately, not placed in position. It can be seen under the sheers at Kowloon. When the repairs are completed the *Sorsogon* should make a valuable item in the floating asset of the Hongkong & Whampoa Dock Co.

SUICIDE AT WEST POINT.

CHINESE WOMAN SWALLOWS POISON.

After failing to raise the necessary cash with which to redeem a quantity of jewellery which she borrowed from a friend and pawned, a Chinese married woman, after a quarrel with the owner of the valuables, took what is supposed to be an overdose of opium, at her house, No. 5, Yim-Fuk Lane, West Point, last night, and died shortly afterwards. About a month ago, so we are informed, the deceased borrowed a number of jewels from another woman to wear at a certain festival. Instead of returning the trinkets to the owner after use, it appears that deceased fell short of cash, and it is alleged, she pawned the jewellery. It was then that she found difficulty in raising the cash to redeem them. The owner of the jewellery has been constantly pressing deceased for the return of her things. Last night there was a quarrel between the two women, during which, it is reported, threats of prosecution were uttered. When the visitor left the house deceased went out but returned shortly afterwards and went to bed. When her husband returned home he found his wife in an unconscious condition, but before assistance could be called the woman had died. The police took charge of the remains and removed them to the mortuary, where a post-mortem examination is to be held to determine the cause of death, as the police, after searching the house, could find no clue as to what poison deceased took.

A FRIEND IN NEED.

HELPING A NEEDFUL PAL.

Mo Hau, a tobacco cutter, employed in a shop at No. 140, Des Vaux Road Central, and Chau Lok, an unemployed coolie, were arraigned before Mr. F. A. Hazeland, at the Police Court, this morning, on a charge of stealing a box containing \$12 from the shop, last night. Evidence was heard, from which it appeared that Ho and Chau are great friends. They met a couple of nights ago in an opium den at West Point and Chau, the unemployed, started to tell Ho his troubles. Ho sympathized with his friend, told him he could not let him have a loan, but volunteered to help Chau in any underhand trick, whereby money could be raised, that Chau could suggest. Chau suggested that Ho's employers should be the first to be fleeced. Consequently when Ho went to bed last night he forgot to lock the shop door, which was part of his business. A little past midnight Chau entered the shop and the two friends had a whispered conversation, after which Chau went behind the counter and picked up the box of money. They were both leaving the shop to dispose of the money when they were arrested. The Court found the pair guilty and sentenced them to one month's gaol and four hours' stocks each.

CONVENT BAZAAR.

APPEAL TO RESIDENTS' GENEROSITY.

The bazaar which was held in the City Hall the other day in aid of the funds of that most charitable institution the French Convent has not proved so successful as had been desired or expected. As was previously stated, the bazaar had for its object the sale of embroideries, laces and other articles which had been made by the hands of the Chinese orphans who are looked after and tended by the Sisters of the Convent. The display was an excellent one in every respect, but the public refrained from attending, with the result that the Sisters had to return to the Convent with the majority of the goods unsold. The double intention to augment the funds of the institution and to contribute the amount required for the erection of the hospital in Leighton Hill Road has therefore been frustrated. It is now proposed to afford residents the opportunity of helping the Convent by contributing to the disposal of the remaining articles. The plan adopted is rather a novel one. Parties may contribute \$5 or \$10 or any other amount they may please, and that amount will be credited to them. Whereupon the Sisters will apportion some article or articles representing the sum handed over, and the donors will have the satisfaction of assisting the institution while, at the same time, they will receive articles for value received, so that in reality they will not be out of pocket. The Sister in charge of the scheme hopes that gentlemen will not tremble when she presents her book of coupons, but contribute to the support of the institution. The Mother Superior also wishes to thank the ladies who were in charge of the stalls for their services, and the public for their patronage. The officer commanding and the officers of the Baluchin were thanked for permitting their band to give selections of music at the bazaar, the band is thanked for giving their services without charge, while the kindness of Mr Osborne, of the Wharf and Godwin Company, in allowing the handmen free transit on the Ferry is also acknowledged. The generosity of Mr. Weismann, in sending cakes, etc., to be disposed of for the benefit of the Convent, and of Mr. Dierenberg for his gift of aerated waters is highly esteemed. It is to be hoped that the bazaar, which is now open at the Convent, will prove in the end a thorough success.

ALLEGED ATTEMPTED SUICIDE.

YOUNG WIDOW'S LOVE TROUBLES.

A young, comely-looking widow, named Hung Fun, twenty-three years of age, who was until last evening employed by a Portuguese woman, residing at No. 139, Praya East, as amah, was alleged to have attempted to commit suicide, because her employer objected to her marrying the man she loved. The man who was so successful in working round the widow's affections is a hawkier carrying on a small business on the ground floor of the same building in which the widow lived with her employer. He also is a young man, with a No. 1 wife in the interior. To become acquainted with the young widow was an easy matter, for she made it a point of patronizing his shop, for her supplies. The acquaintance ripened into friendship. The friendship ripened into something else, until one quiet afternoon when business was slack, and the young widow went to purchase some preserved eggs, the hawkier, taking his courage in both hands, popped the vital question. "Would she become his No. 1 concubine?" The widow pretended she did not hear him and busied herself adjusting the strings of her parcel which really did not require fixing. He gathered up courage again and repeated the request. This time he was successful. She smiled, shook her head, and added that she was agreeable, but that he would have to "ask mamma." The hawkier tackled mamma the first opportunity he had, but he found her obtuse. "She could not hear of such a thing and refused to give a reason." The widow tried next and she met with as much success as her lover did. Whether the lovers made it up between themselves that the mother's decision must be altered at any cost, is not told, but while her employer and the latter's friends were having dinner last evening the widow, with the front of her jacket soiled, dashed into the room and said she had taken poison. Without much ado she was rushed to No. 2 Police Station and handed over to Inspector Gourlay, who, on examining the widow, discovered the whole thing to be a yarn. The widow told the police her story and said she had attempted to commit suicide by hanging earlier in the day, but failed. Later in the evening, she went on, she mixed some prepared opium in a glass of water and poured it over her clothes. She had no idea of taking her life on this occasion, she is reported to have said, only by doing that she thought her mother would change her mind and give her consent to the marriage. The police held the widow and charged her this morning, before Mr. F. A. Hazeland, with "attempting to commit suicide." This charge she denied. When his Worship learnt the story he called in the hawkier.

"Do you want this woman to be your concubine?" asked the Court.

The hawkier said he did, but before he could utter another word, the widow's mother's tongue broke loose, strongly objecting to any such union. As her reason, she explained to the Bench that her daughter was once a No. 1 wife and she could not think of giving her consent now to her daughter becoming a concubine. It was too low!

After promising the Court that she would not make an attempt on her life again, his Worship bound accused over in the sum of \$100 to come up for judgment when called upon, at the same time advising the unfortunate hawkier to see the mother again and try to talk her over, which from the present condition of things looks very unlikely.

THE YUE-HAN RAILWAY.

CHANG WILL NOT RETURN.

[From a Correspondent.]

Canton, 12th December.

The following telegram has been received here from Chang To Chai, ex-president of the Yue-han Railway Company Ltd., who is now in Macao:—To the Directors and Shareholders of the Yue-han Railway Company, Ltd., Canton. I have received all your letters and telegrams sent to me here. As my reasons for resigning the appointment of president of your company have been very fully explained in the Press of South China, I need not repeat them here. My age is very great, while my knowledge of the affairs of the Company is very limited. Since I have been in Macao I have been unwell, but if my health improves at an early date I will return to Canton, where I will undertake to help you to choose a president and vice-president, and also to fix up the statement of accounts. I will not undertake to attend to or help in any other business of the company. I hope you will all agree to this, and if so please wire me when convenient.

UNRECOVERABLE LOANS. It is stated that H.E. Chow Fu has informed the shareholders of the Yue-han Railway Company, that in the event of any money advanced as loans out of the funds of the Company being unrecoverable from the person to whom it was lent, it will be made good by the period of the Society through whom the loan was negotiated. The shareholders were very pleased to hear this, and hoped that no further difficulties would arise.

A QUESTION OF GOOD THA.

SMASHING UP A TEA SHOP.

A tired-looking coolie, after a hard day's work, walked into a tea shop at No. 32, Wing Lok Street, yesterday evening, and dropping into a seat, called for some tea and cakes. The order was promptly carried out. After taking a couple of sips of the beverage, the coolie called the waiter.

"Do you call this tea?" he asked. "Why, the thing isn't hot!"

"Why then don't you go and boil your own tea instead of coming here?" asked the waiter, insultingly.

"If I had a home to boil my own tea, do you expect for a moment that I would come to a place like this?" replied the coolie.

The waiter told the coolie that he would not take any more "cheek," and as the coolie looked like saying more, the waiter was alleged to have handed him a blow under the chin, knocking the coolie over. Two of the coolie's friends, who were entering the tea shop at the time, saw the coolie sprawling on the floor, and rushed into the waiter and gave him a like a log. They did the same with the other waiters, who had not taken to their heels. During the fight a basket full of crockery was destroyed. The three coolies were given in charge as they were leaving the premises. They were arraigned before Mr. F. A. Hazeland, at the Police Court, to-day, on a charge of assault, lodged against them by the waiter, and they were bound over in the sum of \$100 to keep the peace for a year.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers.—Hongkong Banks \$307, National Banks \$47, Indo-China \$86, Kowloon Wharves \$93, Shanghai Docks \$11, 107, Hongkong Wharves \$13, 231 in Shanghai, China Providents \$9.15, Cements \$10, Electrics \$15, Watsons \$11.75.

Sellers.—China Fires \$94, Macao Steamboats \$27, China and Manila \$22, Douglas \$30, Shell Transports \$0/6, China Sugar \$13.8, Raubs \$8, Hongkong Docks \$148, West Point \$50, Humphreys Estate \$114, Hongkong Cottons \$13, China Borneo \$10, Dairy Farms \$16, Lees \$236, Ropes \$22, China Light and Power \$10, Powells \$8.

Cables.—Canton Insurance \$397, Hongkong Fire \$335, Indo-China \$82.58, Hongkong Lands \$105, China Providents \$9.15-59.25, Cements \$20.

Nominal.—Hongkong Hotels \$12, Tramways \$215.

It is estimated that about 450,000 persons yearly emigrate from their native countries to others.

If the Church of England were disendowed, the capitalised value of its funds is estimated at £173,500,000.

To-morrow will be the 11th anniversary of the birthday of His Royal Highness Prince Albert, second son of the Prince and Princess of Wales. His Royal Highness, with his elder brother, Prince Edward, will join the Naval College in the coming year, following in the footsteps of this father and uncle, the late Duke of Clarence.

NOTICE.

THE HONGKONG AND CHINA GAS CO., LTD.

DEGS TO NOTIFY CONSUMERS AND THE PUBLIC THAT ON AND FROM

1ST JANUARY, 1907,

The Price of Gas will be Reduced to \$2.75 per 1,000 Cubic Feet.

THE Company takes this opportunity of pointing out the advantages in cheapness and safety of Gas lighting over any other form of illumination, and of inviting inspection of its Show-rooms at West Point and Yau-ma-tei, Kowloon, where may be seen every description of Gas apparatus suitable for lighting, heating, and cooking.

GEORGE CURRY,

Local Secretary.

Hongkong, 12th December, 1906.

CANTON DAY BY DAY.

FOR GUN GUNS FOR CHINESE GUNBOATS.

[From Our Own Correspondent.]

Canton, 12th December.

A certain foreign firm offered a quick-firing gun of a certain make, the cost of which is about \$60,000 gold pieces, to H.E. the Viceroy for trial. Yesterday the trial took place on the Northern Parade Ground, and it proved very satisfactory. It is reported that H.E. the Viceroy intends to introduce this type of gun on board the gunboats.

RAILWAY BUREAU ESTABLISHED.

H.E. the Viceroy has established a railway bureau in close proximity to the old Governor's Yamen, for the purpose of offering protection, and settling all railway affairs in connection with the Yue-han Railway Company. H.E. has appointed the Provincial Treasurer as president and Taitai Sun Tung as the vice-president of this bureau. This office was opened on Monday to business yesterday.

LEAD MINES IN KWANGSI.

Yesterday an official named Wu Shiu Yuan petitioned the Viceroy, applying for the right to work certain lead mines in different parts of Kwangsi, the products from which he proposes to send to foreign countries to be refined. H.E. the Viceroy has replied to the petition inquiring if he is really going to open these mines himself or whether he is only applying for the privilege on behalf of some foreigners to work the mines, and stating that he will write to the Mining Department of Kwangsi to make further inquiries.

FIRE AT CANTON.

A slight fire occurred last evening about 9 o'clock at Tai Ping Street, near the Tai Ping City Gates, but it was got under control before much damage was done.

INDUSTRIAL INSTITUTIONS.

The industrial institution in connection with the Nankai and Pun Yu Prisons has been found too small to accommodate all the prisoners, so the Nankai Magistrate has selected two more sites on which to build similar institutions and has called for tenders for the erection of these buildings. The Nankai and Pun Yu Magistrates now petition the Viceroy upon the facts of the case, informing H.E. that the tender has been accepted at £12,065,252 and requesting the Viceroy to make arrangements to provide the necessary funds.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions

PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

on the 15th December, 1906, at 2.30 P.M., at

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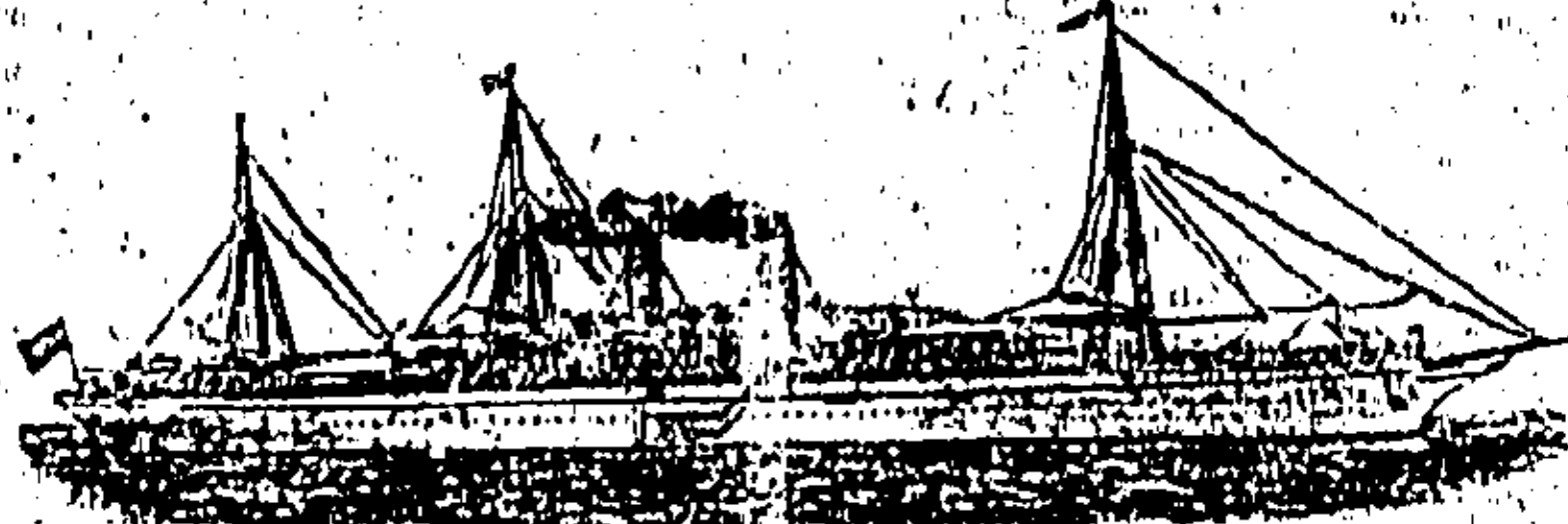
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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF JAPAN" 6,000	THURSDAY, December 20th January 7th
"TARTAR" 4,425	WEDNESDAY, January 9th February 2nd
"EMPEROR OF CHINA" 6,000	THURSDAY, January 17th February 4th
"MONTEAGLE" 6,163	WEDNESDAY, January 23rd February 10th
"EMPEROR OF INDIA" 6,000	THURSDAY, February 14th March 4th
"ATHENIAN" 3,882	WEDNESDAY, February 20th March 10th

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Mail "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42. R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Hand-Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Pender Street and Praya, Hongkong, 30th November, 1906. [13]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 14th Dec., 4 P.M.
SANDAKAN	MAUSANG	SATURDAY, 15th Dec., Noon.
SHANGHAI	KWONGSANG	SATURDAY, 15th Dec., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

‡ Taking Cargo on through Bills of Lading to Chetoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

Hongkong, 13th December, 1906. [10]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA AND KOBÉ	"CHANGSHA"	15th December, 4 p.m.
AMOY, CEBU AND ILOILO	"HUNGKIANG"	15th "
SHANGHAI	"YUENHOU"	15th "
MANILA	"TAMING"	18th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	5th January, "

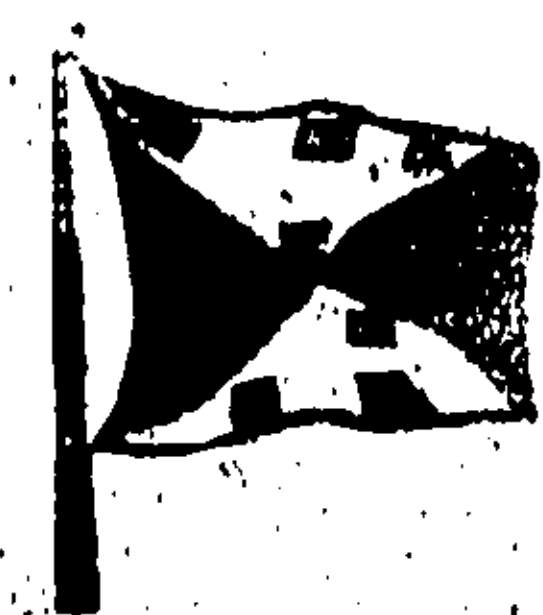
* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A daily qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

Hongkong, 13th December, 1906. BUTTERFIELD & SWIRE, AGENTS. [9]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. Almond	AMOY AND MANILA	FRIDAY, 14th Dec., at 5 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 22nd Dec., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 10th December, 1906. [7]



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	About
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For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd November, 1906. [8]

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amply lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first-class passengers. Return Tickets issued at reduced rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBÉ AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SILESIA 2nd January.	RHENANIA 14th December.
SCANDIA 1st February.	HOHENSTAUFEN 11th January.
HABSBURG 3rd March.	SILESIA 8th February.
RHENANIA 1st April.	SCANDIA 22nd March.
FOR SHANGHAI & CHINKIANG.	HABSBURG 5th April.
ITHAKA 18th Dec., 4 P.M.	

Hongkong, 13th December, 1906. [113]

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI" Captain Belmont will be despatched as above, TO-MORROW, the 14th instant, at Noon. At BOMBAY, the Steamer is discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 13th December, 1906. [117]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, CALLAO and IQUIQUE, VIA JAPAN PORTS.

THE Steamship

"KASATO MARU," 6,000 tons. Captain W. C. T. S. Filmer, will be despatched as above, on SATURDAY, the 22nd instant, at Noon.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to K. MATSUDA, Manager, Yok Building, Hongkong, 11th December, 1906. [148]

Consignees.

S.S. "YARRA."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" and "Charente," and from Bordeaux ex s.s. "Ville de Lille" and "Ville d'Arras," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable articles, are being landed and stored at their risk into the Godowns of the Company, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 17th December, at Noon, will be subject to rent and landing charges.

All claims must be presented to me or before the 17th December, or they will not be recognised. All damaged packages will be examined on MONDAY, the 17th December, at 3 P.M. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 10th December, 1906. [11]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA" FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 14th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 8th December, 1906. [4]

Consignees.

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable articles, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before MONDAY, the 10th of December, at 11 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 15th of December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th of December.

All Claims must reach us before the 20th of December, 1906, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

NORDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 8th December, 1906. [2]

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME TABLE.
WEEK DAYS.
7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 11.30 and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON, Liquidators.
Hongkong, 27th August, 1906. [67]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PATCHES or OLD ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1891.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than THE ORIENT (twice) per Single Copy.

THE MANAGER.

Hongkong Telegraph Co., Ltd.
Hongkong, 10th December, 1906. [10]

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

H. B. STEINMANN

"DEVANHA."

Captain T. H. Hido, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 15th December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Moldavia," 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Persia," due in London on 16th January, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 4th December, 1906. [4]

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN."

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 25th December, at 1 P.M.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. YARRA	8th January, 1907.
S.S. SALAZIE	22nd January.
S.S. OCEANIE	5th February.

G. DE CHAMPEAUX, Agent.
Hongkong, 12th December, 1906. [11]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBÉ AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Platades	3,753	F. G. Parington	31st Dec.
Lyra	4,417	G. V. Williams	9th Jan.
Shawmut	9,665	E. V. Roberts	23rd Jan.
Hyades	3,753	J. A. Allen	30th Jan.
Tremont	9,665	T. W. Garlick	30th Jan.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "Shawmut" and "Tremont" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 12th December, 1906. [12]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "ST. PATRICK" 18th December.
S.S. "SATSUMA" 19th January, 1907.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 13th December, 1906. [4]

PECULIARITIES OF SMOKELESS POWDER.

"What is this smokeless powder?" asks A. W. Rolker in *Apparatus Magazine* for November, and proceeds to answer his question. "It is the modern high explosive which has superseded the old-style black powder, even as electricity has superseded gas, and which is used not only in the field for sporting purposes, but is used exclusively for the shoulder arms of the Army and the Navy, as well as for the machine guns, the rapid-fire guns and the huge rifles on the decks of our battle-ships and within the works of our fortifications." Practically it is nothing but a mixture of gun cotton and alcohol and ether, or acetone, or else acetone with gun cotton and nitroglycerine—the two strongest explosives known—and blended into a new compound, which is at least double as strong as the common black powder, explodes without giving off smoke, and, once finished, not merely loses the dangerous characteristics of its dreaded ingredients, but is so safe that you might give a handful of the powder intended for sixteen-inch Sandy Hook gun to a baby to play with. He might pound it with a hammer to his heart's content, or you yourself might place it on an anvil and bring a forty-pound sledge down on it. It would merely squish like so much soap or putty. So concussion-proof is this powder that you might drop a house on a heap of fifty tons of it, and it will not explode. So proof is it against explosion by fire that you might place a stick of cannon powder on a saucer in your bedroom, light it with a match, and you go to bed by a flickering, sizzling light as if given off by burning fat. In short, you simply cannot explode this powder unless you go to the trouble of confining it, and even then you can explode it only by using a fulminate of mercury detonator.

"The quickest way to picture smokeless powder is to dismiss all ideas of the ordinary black gunpowder so familiar to every one. The color of the modern powder is not black at all, but has the shade of dark amber. In the shape of a powder being a finely divided solid smokeless powder is no powder at all. It consists of a waxlike composition, the size of the grains varying according to the calibre of the guns for which they are designed. For use in revolvers, rifles and sporting guns the grains resemble the tiny perforated glass beads of the sort used in old-time needlework. For the machine guns, the rapid-fire guns and the heavy rifles of battle-ships and forts, the grains are cylindrical in shape, varying in size from a third of an inch in diameter and half an inch in length to three-fourths of an inch in diameter and about two inches in length—each grain, in order to increase the area exposed to ignition, being perforated equidistantly and longitudinally with from one to six holes, big as knitting needles, depending upon the size of the grain."

DIET OF LITERARY MEN.

Lloyd Osbourne's favourite dish is an Irish stew. Edward Markham is a frugal eater who loves the simple, old-fashioned foods best of all. Hall Caine prefers the plain, country fare to anything that he can obtain at the best hotels, and Jerome K. Jerome's assured his friends, during his recent visit to this country, that he feared that the American cooks would kill him with their rich dishes. If left to follow his own inclination, he would never eat anything more complicated than a grilled steak or a chop, or, at the most, whitebait as it is cooked at Gravesend—where the diminutive fish are merely dished with crumbs before being fried, quickly and crisply, in deep, boiling fat.

Pork, in other forms besides that of sausage, has been the favourite food of many men who have acquired a reputation by their literary achievements. Julian Hawthorne has indulged the merits of scrapple, and ham, prepared in one style or another, is highly esteemed by such writers as F. Hopkinson Smith, John Fox Jr. and Charles G. D. Roberts, as, in fact, it is by almost everybody who has once enjoyed the privilege of partaking of ham that has been daintily reared, delicately cured and delectably cooked by a turbaned "mammy" in the South.

Ships Passed the Canal.

3rd November—*Guelph*, *Binge*, *Mary*, *Polysten*, *Kanagawa*, *Mary*, 5th November—*Ambria*, *China*, *Hokan*, *Cybele*, 10th November—*Machao*, *Nubia*, *Oceanic*, *Flag*, *Suez*, *Slavonia*, 13th November—*Benelux*, *Suzia*, *Benavon*, *Sophie*, *Richmond*, *Christiana*, *Indra*, *Amelia*, *Prins*, *Edith*, *Friedrich*, 17th November—*Amelia*, *Glenish*, *Johanna*, *Klitch*, *Pakow*, *Terra*, *Wakana*, *Maria*, *Radnorshire*, *Kowach*, *Mary*, *Sika*, *Pelias*, *Ludwig*, 20th November—*Bengal*, *Shikha*, *(Aus)*, *Awaji*, *Maria*, *Carnarvon*, *Suzanne*, *Radhara*, 24th November—*Benelux*, *Bona*, *Kowach*, *St. Mary*, *Estro*, *Towana*, *Errol*, *Cassia*, *Longcor*, 27th November—*Bona*, *Orly*, *Calchas*, *Glenish*, *Manila*, *Sydney*, 30th November—*Camelia*, *Salento*, *Alaska*, *Mary*, *Awa*, *Maria*, 4th December—*Camelia*, *Calchas*, *Indra*, *Benavon*, *Nila*, *Prins*, *Edith*, 8th December—*Alaska*, *Australia*, *Indra*, *Terra*, *Silvia*, *(Aus)*, 11th December—*Benelux*, *Amelia*, *Glenish*, *Johanna*, *Klitch*, *Pakow*, *Terra*, *Wakana*, *Maria*, *Radnorshire*, *Kowach*, *Mary*, *Sika*, *Pelias*, *Ludwig*, 14th December—*Benelux*, *Bona*, *Kowach*, *St. Mary*, *Estro*, *Towana*, *Errol*, *Cassia*, *Longcor*, 17th December—*Bona*, *Orly*, *Calchas*, *Glenish*, *Manila*, *Sydney*, 20th December—*Camelia*, *Salento*, *Alaska*, *Mary*, *Awa*, *Maria*, 24th December—*Benelux*, *Bona*, *Kowach*, *St. Mary*, *Estro*, *Towana*, *Errol*, *Cassia*, *Longcor*, 27th December—*Bona*, *Orly*, *Calchas*, *Glenish*, *Manila*, *Sydney*, 30th December—*Camelia*, *Salento*, *Alaska*, *Mary*, *Awa*, *Maria*.

Intimations.

NOTE, WRITING AND BOOK PAPERS,

BY THE QUIRE OR REAM.

The Celebrated Wiggins Teape & Co.'s "3009"
Bank Wove (Blue and Cream).

T. H. Saunders's Handmade Papers.

Note and Letter Papers, with Envelopes to
match, in boxes.

For samples and prices,

Apply at—

THE "HONGKONG TELEGRAPH" OFFICE,

1, Ice House Road.

Hongkong, 7th December, 1906.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OR

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, PALL MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO.'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

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HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO.

ESTABLISHED 1859.

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Sole Agents for
FERGUSON'S SPECIAL CREAM
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P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1907.

FURNITURE WAREHOUSE.
LI KWONG LOONG & CO.
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
110, 35, DES VOUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.
Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom reference
may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."
(Sd.) A. S. WATSON & Co., Ltd.

ORDERS promptly attended to, and
CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 1st March, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT-WORKING ACCOUNT.	LAST DIVIDEND.	RETURN AT CLOSING AUCTION ON LAST THANKS GIVE.	CLOSING AUCTIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	50,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000 \$18,735	\$1,712,472	{£1.15/- @ Ex. R. 1/4 = \$16.47 for first half- year 1906	51 %	{80% buyers London 40% 10%
National Bank of China, Limited	9,925	£7	£6	\$18,735	\$74,099	\$2 (London 3/6) for 1903	—	147
MARINE INSURANCES.								
Antion Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %	1597 1/2 sales
North China Insurance Company, Limited	10,000	£15	£5	{£110,000 Tls. 100,000 Tls. 50,000}	Tls. 185,529	{Final of 7/6 making 15/- for year ended 30.6.1906	6 1/2 %	Tls. 8% sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$33,451 \$1,100,000 \$50,279 \$800,000	\$2,702,771	Interim div. of \$30 for 1905	4 1/2 %	\$760 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$61,278 \$15,527 \$1,000,000 \$229,488 \$2,614	\$508,334	\$12 and \$5 special dividend for 1904	18 1/2 %	\$160 buyers
FIRE INSURANCE.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$229,488 \$2,614	\$344,098	\$6 for 1904	6 1/2 %	\$94
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,120,928	\$422,618	\$25 for 1904	7 1/2 %	\$335
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	\$6,000 \$264,638 \$93,362	\$6,563	\$14 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$600,000 \$144,386 \$120,000	Nil.	\$24 for year ended 30.6.1906	6 1/2 %	\$39
Hongkong, Canton & Macao Steamship Co., Ltd.	120,000	\$15	\$15	\$600,000 \$144,386 \$120,000	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$17
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$280,958 \$3,999	£2,452	10/- @ ex. 2 1/2 9/16 = \$4.69	5 1/2 %	\$86
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 10,000	Tls. 23,156	{Interim div. of Tls. 2 1/2 Interim div. of Tls. 1 1/2	6 1/2 %	Tls. 54 sales Tls. 50 buyers
Do. (Preference)	100,000	£1	£1	\$4,000,000 \$1,414	£207,815	1/- (Coupon No. 6) for 1905	4 1/2 %	Tls. 30/6 sellers
Shell Transport and Trading Company, Limited	2,000,000	£1	£1	\$65,000 \$33,957	\$218	{£1.50 for year ending 30.4.1906 £0.75 for year ending 30.4.1906}	4 1/2 %	\$26 buyers \$27 1/2 buyers
Star Ferry Company, Limited	10,000	\$10	\$5	Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200	—	Interim div. of Tls. 2 account 1906	8 1/2 %	T. Tls. 47 1/2 buyers
Taku Tug and Lighter Company, Limited	20,000	Tls. 50	Tls. 50	—	Tls. 13,913	—	—	—
REFINING.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	18 1/2 %	\$135 pa. & buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$134,588	\$1 for 1905	—	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 1/2) for year ended 31.8.06	4 1/2 %	Tls. 8 1/2
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{£110,000 \$26,011 none}	£12,546	{Final of 1/- (No. 7) making 2 1/2 for year ended 30.6.1906	7 %	Tls. 104 buyers
Central Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$909,050	Final of 50 cents making G \$1 for 1905	11 %	G. 59
South Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents	—	18 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	6 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{£50,000 \$55,160 \$20,000}	\$20,040	\$24 for 1st half-year 1906	6 1/2 %	\$93
Hongkong and Whampoa Dock Company, Ltd.	40,000	\$50	\$50	\$49,500	\$392,087	\$6 for first half-year ending 30.6.1906	8 %	\$148
New Amoy Dock Company, Limited	20,000	\$50	\$50	\$188,000	\$2,221	\$1 for 1905	6 1/2 %	\$161
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,114,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 107 sales
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{Tls. 3,000,000 Tls. 1,407,210 Tls. 57,065}	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6 1/2 %	Tls. 257 1/2 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	10 1/2 %	Tls. 102
Central House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	\$50,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	\$50 sales
Central Stores, Limited	24,000	\$15	\$15	none	\$4,719	{£2.40 on \$12 for 1905 £ 7 on \$74 for 1905}	13 1/2 %	\$18 buyers \$161 buyers
Do. (new issue)	123	\$15	\$15	none	—	None	—	\$100 buyers
Do. (Founders)	—	—	—	—	—	—	—	—
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$68,975 \$19,075	\$10,057	\$5 for first half-year for 1906	9 %	\$112
Hongkong Land Investment and Agency Co., Ltd.	70,000	\$100	\$100	\$700,000	\$67,839	Interim div. of \$34 account 1906	6 1/2 %	\$105
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 22,500	Tls. 1,935	Final of 6 1/2 = 30 % for 1905	10 1/2 %	Tls. 15 sales
Hotel Metropole Company, Limited	7,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	12 1/2 %	\$80 sellers
Imperial Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$5,070	80 cents for 1905	7 %	\$112
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$74	\$24 for 1905	6 1/2 %	\$28 sellers
Langhai Land Investment Company, Limited	20,000	Tls. 50	Tls. 50	{Tls. 1,000,000 Tls. 170,000 none}	Tls. 52,104	Tls. 3 for half-year 1906	5 1/2 %	Tls. 56 sellers
Do. (new issue)	26,000	Tls. 25	Tls. 25	—	—	Interim div. of \$2 account 1906	8 %	Tls. 56 sales
West Point Building Company, Limited	12,500	\$50	\$50	—	\$772	—	—	\$50
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 100,000	Tls. 8 for year ended 31.12.1905	10 1/2 %	Tls. 75 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	12,500	\$10	\$10	\$110,000	\$21,600	\$14 for the year ending 31.7.06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 1/2 %)	9 1/2 %	Tls. 63
Kowloon-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	7 1/2 %	Tls. 95 sellers
Yee Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 3,500,000	Tls. 35,980	Tls. 25 for 1905	7 1/2 %	Tls. 55 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	2,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	\$200 sellers
Asbestos Eastern Agency, Limited	2,000	12/6	12/6	{£812 \$10,000 \$1,097}	\$1,097	1 1/2 per share for 1905	8 1/2 %	\$74 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	Nil.	\$3 for 1905	9 1/2 %	\$33
China Borneo Company, Limited	50,000	Tls. 50	Tls. 50	Tls. 2,500,000	Tls. 1,289	\$1 for 1904	—	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	\$1,219	Final of Tls. 5 making Tls. 10 for 1905	10 1/2 %	Tls. 60 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	\$1,581	60 cents for year ended 30.6.1906	8 1/2 %	\$60
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$1,581	80 cents for 1905	7 1/2 %	\$10
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$1,875,000	\$2,555	\$1.50 for year ending 31.7.1906	7 1/2 %	\$10
Green Island Cement Company, Limited	200,000	\$10	\$10	\$2,000,000	\$52,291	Int. div. of 25 cents for 1st year ended 30.6.1906	10 %	\$159
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$20,893	\$24 for year ending 28.2.06	10 1/2 %	\$244 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,568	{60 cents for 10 months ending 28.2.06 1st div. of \$20 for 10 months ending 18.10.05}	8 %	\$244
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$125,000	\$2,776	Int. div. of \$4 for 1st year ended 30.6.1906	10 1/2 %	\$244
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$2,776	\$9 for 1905 on 5 shares	7 1/2 %	\$22
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$2,776	Final of 50 cents making \$1 for the year	13 1/2 %	\$274
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$150,000	\$2,776	{Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far a/c yr. ended 31.10.06}	9 1/2 %	Tls. 257 1/2 sales
Maatschappij tot Mijlen, Bosch en Landbouwen plotlands in Langkat, Limited	25,000	Gs. 100	Gs. 100	{Tls. 547,500 Tls. 27,003 none}	Tls. 19,374	None	—	\$5 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	Interim dividend of Tls. 31 account 1906	6 1/2 %	Tls. 120 sellers
Shanghai Gas Company, Limited (old)	10,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 31 account 1906	6 1/2 %	Tls. 206 sellers
Do. (new)	6,000	Tls. 50	Tls. 50	Tls. 300,000	Tls. 9,751	Tls. 6 for 1904	13 %	Tls. 47 sellers
Shanghai Gas Company, Ltd.	5,400	Tls. 100	Tls. 100	Tls. 540,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	11 %	Tls. 125 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 90 sellers
Shanghai-Sunkra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 85,592	Interim div. of 15/- for 1st year 1906	—	Tls. 150 sellers
Shanghai Waterworks Company, Limited	8,175	\$20	\$20	\$163,500	Dr. \$41,934	Interim div. of 5/- for 1st year 1906	—	Tls. 100 sellers
South China Morning Post, Limited	7,200	\$25	\$25	none	\$1,131	50 cents for year ended 31.5.05	10 %	Tls. 105 sales
Steam Laundry Company, Limited	6,000	\$5	\$5	none	—	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105 sellers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 1,012	{70 cents for year ended 31.5.1906 \$2.90 for year ended 31.5.1906}	6 1/2 %	\$9
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$90,000	\$754	Interim of 40 cents for account 1906	6 1/2 %	\$175 buyers
Do. (Founders)	100	\$10	\$10	\$1,000	\$182	Final of 33 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{£500,000 \$75,000}	\$7,734	Interim of 40 cents for account 1906	6 1/2 %	\$175 buyers
William Powell, Limited	15,000	\$10	\$10	\$4,500	—	—	—	—
DIVIDENDS PAYABLE.								
Langkate (4th interim)	—	—	—	—	—	—	—	—
Ewo Cotton Spinning & W. Co.	—	—	—	—	—	—	—	—